

The National *Falcon* News



Daniel R. Gill
Cookeville, Tennessee

1970½ Falcon
1105 Original Miles

MARCH 2009

Cover: Dan Gill

Dan Gill of Cookeville, Tennessee bought this super clean, "still in the package" low mileage original Falcon in 2008. It still has all the factory markings!

See more of this unique Falcon beginning on page 3.

Do you have a photo of your Falcon that you think should be on the cover? Send it to the Editor at the address on page 6.

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Low Mileage 1970½ Falcon Lands in Tennessee

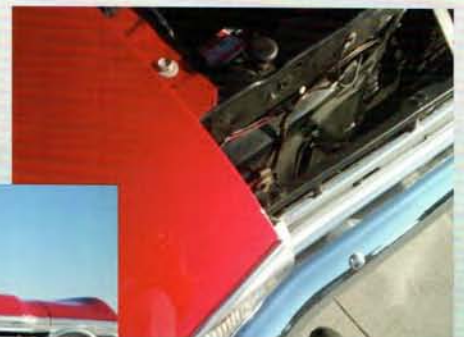
Daniel R. Gill of Cookeville, Tennessee is the owner of this "straight from the factory," ultra-rare 1970½ Ford Falcon Futura Coupe.

This car was ordered from Myers Ford Company in Elkton, Virginia. The original keys had a blue oval key chain. Dan looked on the back of the blue oval and there was a 800 telephone number, so he called it. To his surprise, Myers Ford answered the phone. They have been in business since 1954, and are on their third generation of running the company. He spoke to John J. Myers Jr., who ordered this car on November 14, 1969.

Dan has the original order form. Total cost was \$2767. Dan writes, "As far as I can tell, Donald B Myers sold the car on November 21, 2003 to Pro Auto, in Omaha Nebraska. The mileage was 1026. Pro Auto, sold it to Mike's Classic Cars in Blair Nebraska on February 25, 2004, then to Jacky Jones Ford on January 14, 2005. The mileage was up to 1032."

Dan bought the car on May 23, 2008 with the mileage at 1040. He has a letter from Ford Motor Company dated June 12, 2008 that states that this car was produced on October 22, 1969.

"I have the original key, temporary owner's card, original owner's manual, that dates the car as 1970½. This car is fully documented and totally original—down to the original bias ply tires, plastic still on the seats from the factory. The seat belts are still in plastic, the window sticker is still on the window. Warranty information is



Dan has all the original paperwork for this low mileage Falcon. All marks from factory are still on the car!

Low Mileage 1970½ Falcon Lands in Tennessee

—Continued from page 3

still on the window. All factory marks are still on car from under hood to under car."

Dan has always owned Ford cars, and trucks and has restored many Mustangs from 1965–1973. He always liked the 1964, 1965 Falcons, so about two years ago, he traded a 2005 Mustang for a 1964 Falcon convertible, "the best trade I ever made."

"Last spring I found this 1970 Falcon at a car show weekend. What caught my eye was that it said on the windshield: 1000 original miles! Sure enough, and it even had all the paper work for the car. I have sold all my Mustangs and now have only Falcons—I love them."

—Submitted by Dan Gill (FCA #12872)
Cookeville, Tennessee



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Classified Advertising

How to Advertise in The National Falcon News

Email your classified ads to:
wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great time-saver and much appreciated.

CORRECT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

INCORRECT: * 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastm

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. each. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE
YOU'RE CALLING.**

Falcons For Sale



1962 two door Falcon. At 6 cyl. 170 c.i. engine has been reworked. Starts and runs like new. Amateur restoration, extra doors and fenders and hood convey. \$3000 invested. \$1800. Don, 757-357-9133. SE VA.



1962 "Futura Hotrod." Drive train is 1963 V8: 260 V8, headers, Falcon T-10 4 speed, factory shifter, 4 speed column, 8" rear axle, 5 lug brakes and steering; motor runs; needs brakes. Has '62 bucket seats and console; all Futura parts intact. Some driver's floor rust, and back of quarter panels. \$3500. OBO. For detailed pictures call Lenny Kellogg, 970-593-1964 or lenkellogg@lpbroadband.net. CO.

1962 Falcon 4 door sedan, 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and brakes. Red and white exterior, red and silver interior. OE Shop Manual, many extra parts. I also have the title. Asking \$6000. Write for more information. Vernon LeDuc Jr., P.O. Box 1454, Keystone Heights, FL. 32656-1454.

Rare 1962 Sport two door Futura. New Navy blue Landau top. Light blue paint. Buckets, console, 250 c.i. 6 cyl. auto with shift kit. Black plate California license. Rust free, no accidents. \$7000. OBO. No trades. Don Hobart, 661-270-1685. CA.

—Continued on page 10

President's Message

Chuck Beason

I have been asked many times recently about the status of the new National Standard Category, "Lite Modified" approved at the 2008 FCA Business Meeting. This new category will not be used at the 2009 National Convention as agreed at the meeting. The Host Chapter for 2009 Convention had already submitted applications using the old system and hundreds of applications have been distributed. The "Lite Modified" Category will make its debut at Dearborn in 2010.

We will however implement the change using the "Best Stock" and "Best Modified" Awards in 2009 at the 30th National Convention of the Falcon Club of America in Dover, Delaware.

Chapter Presidents and Officers: don't forget to mail your current Chapter Roster to your Regional Director. Chapter Rosters are due in January of each year as required by the FCA By-Laws.

Hopefully, many of you have made your hotel reservations and registered for the 30th National Convention of the Falcon Club of America, July 16-18, 2009 hosted by the Mason Dixon Chapter. Please plan to join the hundreds of Falcons for the "Dash to Dover."

Carolyn and I hope to see you in Pensacola later this month for the First Regional Meet hosted by the Southern Coast Chapter on March 20-21. The Bluegrass Chapter will be hosting their second Regional Meet in Louisville in May.

Don't forget, "Take A Kid To A Car Show" this year.

Chuck & Carolyn



Regularly Scheduled Chapter Meetings

Alamo Chapter San Antonio, TX

2nd Sun.—monthly
Pig Stand, 1508 Bdwy.
San Antonio TX
(210) 287-4498

Arizona Chapter

Phoenix, AZ
2nd Sat. except June, July,
Aug. at Berge Ford, 460 E.
Auto Center Dr., Mesa, AZ
(480) 888-0589

Bluegrass Chapter Louisville, KY

2nd Sat. each month at
4:30 PM—Jefferson Co.
Government Center, 7201
Outer Loop
(502) 231-8715

Blue Ridge Chapter South Carolina

3rd Sun.—monthly
Greer, SC
(864) 879-1060

Capital City Chapter Austin, TX

3rd Sat. - monthly, 5 PM
(512) 832-0544

Carolinas Chapter Charlotte, NC

1st Mon.—7 PM
Holiday Inn Express Hotel,
2491 Wonder Drive, (Exit
60- I-85) Kannapolis, N.C.
(704) 736-1920

Central California Falcons

Bakersfield, CA

1st Tuesday 6:30 PM
Marcia's house,
5304 Southshore
(661) 587-8539

Fresno, CA

3rd Thursday at Applebee's
in Clovis, 98 Shaw Ave.
7:00 PM
(559) 322-0108

Early Falcon Car Club of Victoria, Inc.

Australia

1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter Arkansas

2nd Sat. - monthly
(501) 605-1370

Gateway Chapter St. Louis, MO

4th Sun.—monthly
(636) 677-4670

Golden Gate Chapter San Francisco, CA

2nd Sat.—Odd Months
(408) 293-5848

Hoosier Chapter Indiana

1st Sun.—monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

Lone Star Chapter Mt. Pleasant, TX

3rd Sun.—monthly
(903) 572-9593

Metro Detroit Chapter Detroit, MI

1st Sun.—bimonthly
Pia's Restaurant
Ecorse Rd, Taylor
1 mile east of Telegraph
(313) 382-2993

Mid America Chapter Kansas City

1st Fri.—monthly
(913) 592-3571

Mile Hi Chapter Denver, CO

3rd Fri.—monthly
(303) 857-9360

Music City Chapter Nashville, TN

Monthly Meetings
Call for dates/locations
(615) 452-0321

Northeast Chapter New England

3rd Saturday —monthly
northeastfalconchapter.com
(952) 334-1654

NE Texas Chapter Gladedwater, TX

2nd Sat. monthly
(903) 759-6850

Northland Chapter Minneapolis, MN

2nd Sat odd months
(952) 334-1654

Rainier Falcons ChapterSeattle, WA

3rd Wednesday Monthly
except Dec., Feb.
Various locations
RainierFalcons.com
(206) 290-3093

River City Chapter Sacramento, CA

2nd Tue.—monthly
(916) 784-2443

So-Cal Falcons Burbank, CA

2nd Saturday—bimonthly
(818) 845-9725

Sooner Falcons Oklahoma City

3rd Sat.—monthly
(405) 205-3497

Sonoma County Santa Rosa, CA

1st Thurs.—monthly
(707) 539-2860

Southeast Chapter Georgia

1st Sun.—monthly
(770) 887-6268

Space City Chapter Houston, TX

2nd Sat. - monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(713) 703-5110

Star City Falcon Club Roanoke, VA

Monthly meetings
Call for date/location.
(540) 254-1515

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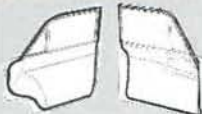


1960-63 Falcon 2 & 4 dr sedan
outside door handles. LH & RH
C0DZ-6422404-PR **\$110.00pr**



1960-63 Falcon inside door handle. RH or LH
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1963-65 convertible windshield post
to door seals
C3DZ-7603198-PR **\$80.00pr**



1960-65 Falcon RH vent window
handle
C30Z-6222916-A **\$20.00**
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C30Z-6222917-A **\$20.00**

FALCON

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C3DZ-6342084-B **\$70.00**

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C2DZ-6242084-A **\$80.00**

1960-65 Ranchero
C60Z-5442084-A **\$50.00**

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C0DB-6421448-PR **\$80.00pr**

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1968-70 Falcon RH vent window handle
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1960-63 all with trunks
C0MB-6443720-C **\$17.50**

1964 and 1967-70 all with trunks
C3AZ-6243720-A **\$17.50**

1965-66 all with trunks
D0AZ-6243720-A **\$27.50**

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30TH NATIONAL CONVENTION CATEGORY GUIDELINES

STOCK CATEGORY

Falcons entered in this category have historically been thoroughly detailed while maintaining a high percentage of authenticity. Most common and accepted modifications in this category are custom or aftermarket wheels combined with radial performance type tires (rather than bias ply). The other noted and accepted modifications are "Sprint" or "Cobra" type air cleaners and valve covers. These two modifications are felt to be acceptable because perhaps the OEM, bias ply tires are not available in the correct sizes and radial tires add a definite safety factor in traction, handling and braking. The newer sized of radial tires also require a rim width that is wider than the stock Falcon wheel. This is the reason many owners choose to run the 14x6 Magnums or 14x7 Magnums in combination with a 70 series radial tire.

The Sprint and Cobra engine accessories are recognized as "True" Ford parts and could be purchased "over the counter" from any Ford dealership. Details really stand out in this category. The engine compartment will more than likely clean enough to eat off in this vehicle, be it a 144/170/200 six or a 260/289/302 eight and will be detailed to the max. No glaring modifications anywhere on this Falcon. It just looks a little better than the original, the way it would if Ford had "hand-built" each one individually. You may see these Falcons on a trailer or driven on a nice day. Several cars of this quality may even be driven on long trips. All in all, these Falcons are built for "Show or Go." At local car shows across the nation these cars are bringing back the memories of the car that started it all, and bringing home the "Gold" to boot. Classes covering all models of Falcons are available for these "Pristine," but not quite "Concours" vehicles.

DAILY/STREET DRIVEN CATEGORY

This category is perhaps the most important to the future of the FCA and the value of all Falcons. As the name implies, this category is for those special Falcons that you see on the street every day! These Falcons are driven at least three thousand miles per year, rain or shine. They are not "Parade Cars" or "Museum Pieces." They take Dad to work and Mom to the grocery. They are often the kids' first car, depended on for school every day. They have felt the pain of parking lots and careless drivers. They are the cars left outside to

Make room for Mom's new Taurus; they are also the ones that will start when the new one refused to face the cold of winter. Definitely not a show car, but for sure a winner! You won't find a show-quality paint job on this Falcon, maybe a nice set of wheels like Magnums or even steel wheels and not quite show-quality hubcaps. The engine compartment may or may not be detailed. In all cases it will be as clean as one can keep it.

Remember, this car is used as it was intended. Several modifications that improve dependability may even be evidenced on this "driver." Maybe an alternator where a generator once resided; one can easily understand wanting a dependable charging system! The beauty of the Falcons in this category is not that they are perfect, but that they are well maintained, attractive vehicles willing to take their proud owners across town, to work, grocery shopping, or wherever they want to go. Classes are available in this category for these Falcons.

DIAMOND IN THE ROUGH

This category is for the Falcon that obviously needs work or is in the process of being restored. It may or not be drive-able. It may be in primer or still have the old paint job. The interior may be tattered and torn or partially finished. The body work may not be completed. The engine needs work. Anyone looking at this Falcon can see it does not fit in any of the other categories but has potential.

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1964-73
MUSTANG

1928-69
FORD CAR

1960-70
FALCON

1962-71
FAIRLANE/
TORINO

1928-79
FORD TRUCK

1955-66
THUNDERBIRD
STREET ROD



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Fax: 770-761-5777

Classified Ads (con't)

—Continued from page 7

Falcons For Sale

1963 Falcon Ranchero rebuild 170-6 cyl. with split header and duals, auto. New candy red paint, bucket seats, console gauges. Great truck, good on gas. Much work done, ready to cruise. \$4200. Can email pics. Call Mike Hanko, 210-626-2050. TX.

1963 Falcon Futura convertible. Turquoise, 260 V8, automatic, air. New white top, new interior. 64,000 miles. Much more included. \$7500. Call Jack Ridgeway for more information; 618-542-2656 or 618-542-6525. IL.

1963 Falcon Futura Convertible. Very rough. 6 Cyl, Three speed manual. Engine locked. Probably not a good panel. Interior toast. Top frame OK. Some good molding and glass. Pictures on request. \$1000. Still interested? 513-625-0391. SW OH.

1963 Falcon Futura Convertible, 200-6 rebuild, 3 speed auto, carb rebuild, new brakes, wheel cylinder, fuel system, ignition system, radiator, has spoke/spinner caps, white original paint. See the body, red bench interior, solid CA/TX car, can email pics. \$6500. Robert, 210-648-7011 or rswbj@sbcglobal.net. TX.

1964 Falcon Futura 6 cyl, 200 cu. Original owner. Prairie Tan exterior. Black interior. Excellent condition. Original engine. New top. \$9500 OBO. Michael 408-394-1030 or teknique@att.net for pictures. CA.



1965 Falcon. 4800 original miles. Two door sedan, white/blue. 200 CID engine. No other options, all original. Showroom condition. Original tires (off the car). As nice as anything you will ever see. Will sell only to someone who will commit to maintaining this car in its original condition. \$15,000 OBO. Michael Young, 316-636-5091 or send email to michael.r.young@mac.com. KS.

1960-1970 FALCON

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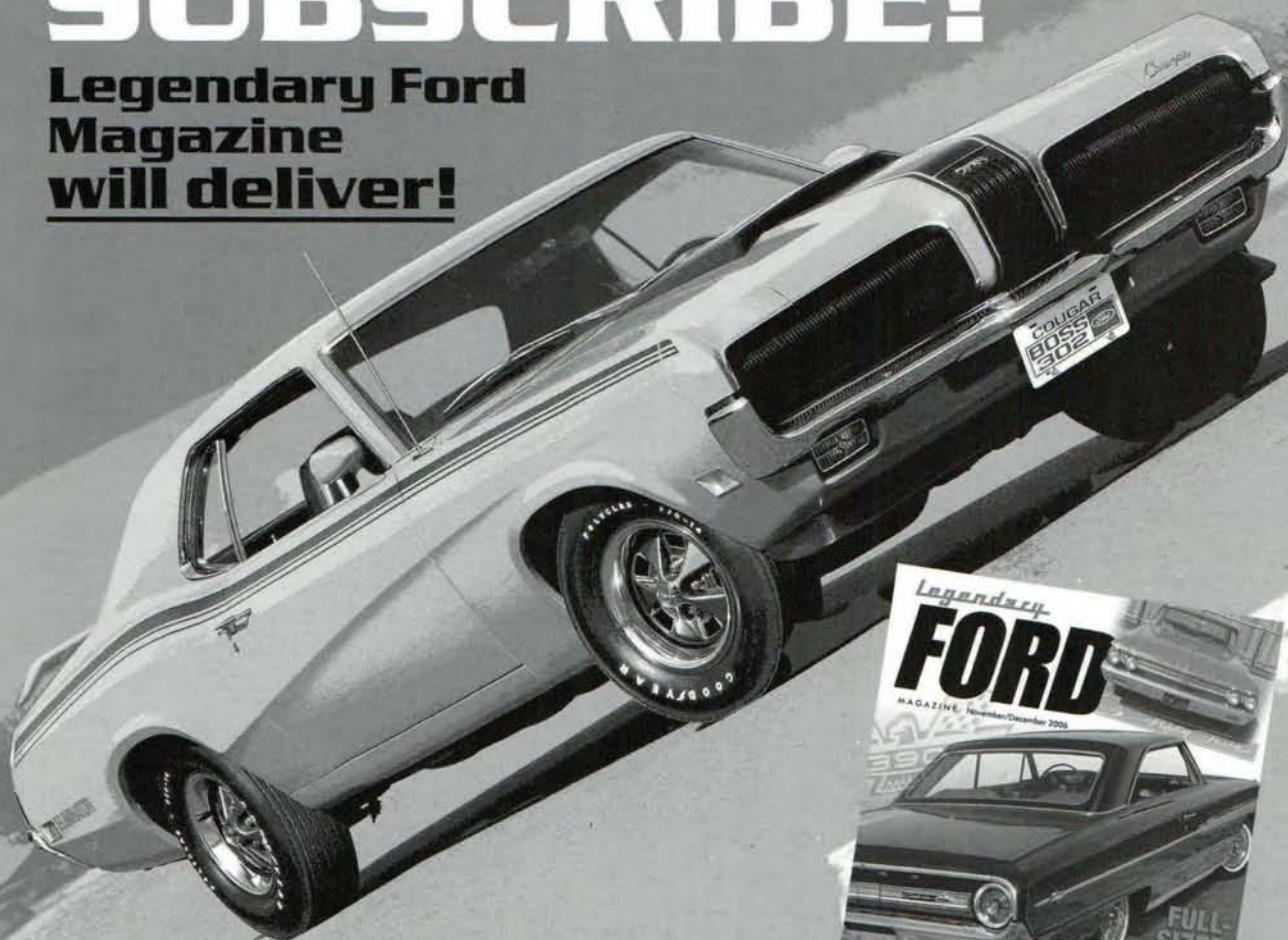
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The National Falcon News

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Classified Ads (con't)

—Continued from page 10

1964 Falcon Futura hardtop. Rotisserie restoration with a carbureted Mustang 5.0, HO motor having 46,000 miles and a 1967 Mustang rebuilt C-4 transmission. Call for details, serious inquiries only. \$15,000 firm. Rich Barrett, 215-679-3309. PA.

1965 Falcon Futura Convertible, excellent shape, black on white with black inside. V8 - automatic. Stored inside since restoration. \$ 15,750. Sheila G. Walters, 423-336-1206 or jamwalte3@netzero.com.

1965 Falcon. Unrestored Original two door Standard Sedan. Dark Caspian Blue with a very clean Blue radio delete interior. Just under 28,000 Original

FCA

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25. (\$30 for Western Hemisphere, \$40 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. Please mark "FCA" on outside of envelope. E-mail address: wcrosby62@sbcglobal.net. No phone calls or faxes for Falcon Club business, please.

Miles. 170 6 Cylinder Engine with a Three Speed Column Shift Manual Shift Transmission. 13 inch 4 lug wheels with fairly new Radial Tires. A No Rust, Estate sale Vehicle from Chicago, Ill. A Reproduction replacement rubber floor mat in the underpadding goes with the car, and I am willing to keep the car garage stored over the winter months for any buyer, at No Extra Cost. \$7,000 Firm. Bob Karpenko, 716-735-7547 or GreedyMite@hotmail.com. NY.

1965 Falcon 2 Door. 47,000 original miles, 6 cyl. 3 speed. Beautiful original condition inside and out! Runs excellent! Few minor upgrades, fiberglass hood, headers and rims. \$10,200 OBO.

Nick Cira, 773-706-4667 or ntcira@hotmail.com. South Bend, IN.

Falcons for sale: 1965 Ford Falcon sedan delivery, \$4,000. 1963 Ford Falcon Sprint h/t, \$1,500. 1963 Ford Falcon Ranchero, \$300. 1965 Ford Falcon Futura h/t, \$1,200. 1964 Ford Falcon Futura h/t, \$4,000. 1965 Ford Falcon Futura h/t, \$600. 1968 Ford Falcon two door sedan, \$500. 1965 Ford Falcon 2 door h/t, \$700. 1960 Comet two door V8, \$800. 1976 Ford Ranchero GT, \$7500. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org

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The National Falcon News

SO YOU WANT TO RESTORE A FALCON?

Monthly Tech Column

Dick Harrington

PART V

SUSPENSION REMOVAL

Open up all the brake bleeders and drain out the brake fluid. Removal of the brake lines is always a challenge as the soft line and hard line connection usually do not part easily. It makes sense to just cut the hard lines. Brakes should be taken very seriously, meaning new hard lines and soft lines. Place the front back up on the jack stands and dismantle the front suspension. The shocks have to come out first, followed by the coil springs. I start shaking when ever I hear coil springs and removal in the same sentence. A coil spring under compression is a loaded weapon! Buy a good coil spring compressor, I prefer an internal type. Read and understand how the coil compressor is to be used. I also try to run a length of chain through the spring and loop the chain around the shock tower, if something slips, the chain will contain the coil spring. Once the coil springs are removed, the front suspension can be removed. Be prepared to have a battle with the front strut nuts. I find that heating them and melting paraffin wax helps with their removal.

The rear axle is a snap compared to the front suspension. The jack stands under the rear axle will need to be moved to the rear frame rails. Take the axle, leaf springs, wheels and tires out as one. Unbolt the front of the leaf springs and the rear spring shackles and roll the axle out. I built a wooden dolly and placed castors on it for the rear axle. The dolly makes it easy to move the axle around and also provides a holder to work on the axle.



Two views of the axle sitting on the home made dolly. This saves the back and also provides a platform to make any repairs.

GLASS REMOVAL

Side glass removal is done by a standard disassembly method. The tracks and stops are bolted in place (real good idea to take lots of photos before removal). The glass comes out through the top, so removal of the fuzzies (furry stuff at the top edge of door) is a must. Pry the fuzzies out and figure on replacing them.

Front and rear glass is held in with a gasket, in many cases, there is stainless trim around the windows. This trim is imbedded into the gasket and can not be removed until the gasket is out of the car. If the gaskets are going to be replaced, cut the gasket out with a utility knife. If the gaskets are in good shape, I have had success in taking the glass, stainless trim and gasket out in one piece. I start at an inside upper corner and pry the gasket lip down. I place Popsicle sticks in the gap between the body and the gasket and work my way around a corner. Once you have gotten about 9–12" in each direction from the corner, you can begin to push the whole assembly out. Use caution at this point and do not force it. If the gasket has been glued in, you may need to work the top edge with the Popsicle sticks all the way across. So far I have been successful with this approach. Even though I always plan on replacing the gasket, I like to have the old gasket to protect the glass edges during storage.

At this point you probably have taken up every square inch of your garage space with parts strewn all over. I have not found a good solution to this dilemma and a divorce might be imminent—kidding here, my wife is a real keeper.

NEXT MONTH: REPAIRING THE DAMAGED RIGHT FRONT CORNER



Dick Harrington (FCA #12563) of Delhi, New York is a frequent contributor to *The National Falcon News*.

Mighty Bird or Over the Horizon? You Make the Call...

By Robert Karpenko

One day my brother George asked me if I would be interested in buying a Falcon body from a fellow that he knew named Joe. Having a hobby of being a swap meet vendor of used Ford parts, specializing in Falcons, I automatically said sure.

Now, this Joe person is a fickle guy in all kinds of ways. It took me a year of phoning and waiting to finally nail him down to a commitment of day and time to even get a look at this vehicle.

All I knew was that I was to look at a 1960-something Falcon body that Joe was either going to sell to me, or take to the scrap yard. Joe's business venture is one of buying or scavenging anything automotive just to scrap it for the salvage money.

When I eventually got to Joe's place to look at this so-called 1960-something Falcon, what I found was a shell of what once was a 1965 Falcon Sedan Delivery. The door data VIN plate was still intact, verifying what I had stumbled across.

Joe, without any hesitation, started telling me all about the Sedan Delivery and the life that it lived. His dad bought it new from a Ford dealer in Buffalo, New York. It was used for whatever general purposes a Sedan Delivery had at that time.

One day Joe's dad decided to cut out the shock towers, install an Econoline straight axle, a nine inch Ford Posi rear end, a Borg-Warner Top loader four speed transmission, and power it with a 427 Big Block Ford Racing Engine. He turned this docile little Sedan Delivery into a monster drag racing machine and raced it at the Old Niagara NHRA Drag Strip at Niagara Falls, New York—the place to be on a Sunday afternoon back in the mid to late 1960s.

Eventually the Falcon was retired from drag racing and put out to pasture. At some point, the drive line was taken out, the body was patched and bondo-ed and mounted onto a



To be or not to be...that is the question.



What to Do with a Piece of Falcon History?

Ford Bronco frame and turned into a four wheel drive High Boy. The Sedan Delivery ran this way until nobody cared any more. Then it got parked in a field.

This is where I came into the picture. Knowing how scarce these Falcon Sedan Deliveries are, I had to save it from total demise, so I bought it from Joe. Now comes the question of what to do with this little beast?

This Falcon would be challenging enough to resurrect and restore—also very expensive. It is complete enough to become a donor of body panels to another Sedan Delivery, or to transform a two door wagon into a Sedan Delivery clone. Yet, this bird could also end up flying over the horizon, never to return.

This small piece of Falcon history had done its job very well, from the way that I see it. The question now is what can we as Falcon lovers do for it now that it has been given a chance to still live?

In the world of sports, it is said that it's not over until the fat lady sings, or as Yogi Berra said, "It's not over till it's over." So, in regard to this one little Falcon, it's not over until the time that this mighty bird flies over the horizon, never to return.

But that hasn't happened yet. As resurrected and restored, it could become a live, flying bird again. As a donor, it could live on in the body of another bird with its organ and tissue donations. We all know what happens once a bird like this flies beyond the horizon. It's amazing what a caring heart can do for a broken bird, and this bird could definitely use a caring heart.

DOOR PLATE DATA:

- Body: 78A, Std. Sed. Del.
- Color: M, White
- Trim: 49, Med. Palamino Vinyl
- Date: 11B, February 11
- DSO: 12, Buffalo, NY
- Axle: 5, 3.50 to 1
- Trans.: 1, 3 speed manual
- VIN #, Warranty #:
- 5: 1965
- H: Lorain, OH
- 29: Sedan Delivery
- U: 170 6 cylinder
- Unit: 181891

Are there any suggestions from those in the Falcon Gallery out there in Falcon Land?

—Submitted by Bob Karpenko (FCA #6994)
Middleport, New York



Off to the racetrack



It's empty now



Nowhere to sit while driving...

Nowhere to sit while riding...



Bob Karpenko is a member of the Erie Canal Chapter of the FCA. He and his wife, Patti, live in Middleport, NY, about 35 miles Northeast of Buffalo. His first new car was a 1963 Ford Falcon Sprint Convertible that he bought as a gift to himself in 1962 upon graduation from high school. He's been a Falcon Lover ever since. He is so involved in the Falcon thing that he has a Hobby Parts Business as a vendor of Ford Parts, 1973 and older, specializing in Falcon. At this writing, he is slowly trying to work on a resto-mod of a 1963 Ford Econoline Pick-Up Truck. This is Bob's first article—and hopefully not his last—for The National Falcon News.

1963 Trans Am Falcon

By Michael Eisenberg

The Ford Falcon was originally conceived and designed to be a family economy car. The 1960 to 1962 variants were only offered with six cylinder engines.

In 1962, an internal Ford memo appeared, putting forth a directive to "put together a team to participate in the Monte Carlo Rally, with the objective of competing well enough to be able to produce favorable publicity, promotion and advertising to inject some excitement into the somewhat stodgy image the public has of the present Falcon."

Ford kicked off the 'Total Performance' era and started to ramp up their performance image with racier offerings. In the middle of the 1963 model year, Ford introduced the 1963½ two door Hardtop body with a 260 Cubic Inch V8 and a sporty option package, and called it the Falcon Sprint. The competition version first appeared prior to the start of the Monte Carlo Rally in January, 1963.

Much has been written about the four 1963 Holman & Moody prepared factory competition cars. Far less is written about the two 1963 Falcons that were independently and professionally raced. One of these cars was converted to 1964 bodywork, and campaigned by Pete Cordt at the 1966 Riverside Trans Am Race. It is presently under restoration in Southern California. The other car was an independently and professionally raced 1963 Falcon owned by James Taylor from Oklahoma City, Oklahoma. This story is about that car.

Jim Taylor purchased this 1963 Falcon new. The Falcon was modified for drag racing, but Jim soon tired of the simplicity of those events. Jim had several friends in the Oklahoma region of the Sports Car Club of America, and was often seen as a spectator and serving on the and crew at local Road Race events. Jim commissioned Carter Maxwell Sports Car Service of Oklahoma City to convert his Falcon to road race configurations at the end of 1965. The parts department at Shelby American supplied the hardware and engineering necessary for the conversion.



The Falcon's post-restoration racing debut at 2007 Wine Country Classic



The Trans Am Falcon during Jim Taylor's racing days

Jim started road racing the Falcon in early 1966, competing in local regional races at Lake Keystone and Ponca City. He qualified to receive his SCCA National license at the Garden City, Kansas SCCA race over Memorial Day weekend. The next step up was professional racing. Jim, with his wife, Kathy, as navigator, headed south of the border for the Ninth annual 24 Hour Road Race/Rally sanctioned by the FIA de Mexico. There were 49 entrants, and Jim finished 24th out of 28 finishers. The Falcon was the first American built and owned car to finish this grueling event.

Next up was the SCCA Trans Am 12



When equipped with mufflers, bumpers and DOT tires, this car is fully street legal and capable of being driven to the races.

hour race in Marlboro, Maryland on August 14, 1966. The Falcon, with Jim driving and John Walker co-driving, finished 17th. Next on the schedule was the Trans Am six hour race at Green Valley, Texas on September 10. Again, the Falcon finished 17th. The Falcon had to finish every race. Jim drove the Falcon to each and every event. When Jim arrived at the track, the mufflers were removed and straight pipes installed, and the passenger seats and bumpers were removed. The Falcon always finished, and always made it home afterwards. The Falcon was parked at the end of the 1966 season, and fell into disuse.

In 1990, Jim sold the car to a hopeful Falcon vintage racer named Mike Durhan for \$10. Mike wanted to race a Falcon in East Coast Vintage races, but his preference was to race a 1964 model. The 1964 homologated weight is 2160 pounds versus the 1963 model's 2740 pounds. Shortly after purchasing this car, Mike located and purchased a 1964 Falcon Sprint originally raced by Dave Cimbura of Colorado.

Mike ended up selling the Taylor car to friend Richard Amsden of Punta Gorda, Florida in 1992. Richard started the restoration of the car, but ended up selling the car to Allen Repashy of San Diego, California in 1994. Allen already owned several Falcon Sprints, and wanted to go West Coast Vintage racing. While Allen was aware of the provenance of

the car, he was unaware of the importance of maintaining its historical character. The interior was gutted, and all of the trim was removed. Non-authentic parts were used in an attempt to build a quasi-modern vintage race car.

Allen attended a Historic Trans Am event at Coronado, California in 2004, where he first witnessed The Historic Trans Am Group. The Historic T/A group showcases only original cars, and only prepared to period authentic specifications. Much can be learned about the Historic Trans Am Group at the website listed in the sidebar on page 21. When Allen realized how difficult it was going to be return the car to proper preparedness levels, he offered the car to me for purchase. I own MAECO Motorsport and my business specializes in race restorations of V8 powered road race pony cars.

I started the restoration in October 2006. I set out to reacquire all of the original factory parts as well as all of the special FIA approved race parts. The extensive restoration was completed in May 2007. After 41 years, this mighty Ford Falcon resumed its racing career at the 21st Annual Wine Country Classic Historic Trans Am race at Infineon Raceway Sears Point. In its first event, the car showed great promise. Because of its light weight, it was clearly competitive with

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1963 Trans Am Falcon

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newer Trans Am cars. A loose fuel line resulted in a DNF. It was obvious that the little Falcon was a fan favorite, attracting throngs of fans and spectators. An article about the Falcon's debut at the Wine Country Classic titled "Pick of the Litter" appeared in the September issue of *Vintage Motorsport Magazine*.

The next event I took the car to was the SOVREN Pacific Northwest Historic Races over the 4th of July weekend, 2007. Again, the car was a huge fan favorite. I finished well in the Saturday qualifier, taking 9th place out of 28 cars. A sticking secondary throttle plate on the rear carburetor resulted in another DNF. The following weekend, I exhibited the car at the 32nd Annual Shelby American Automobile Club convention in Utah.

The last Trans Am race in 2007 was at the Naval Air Station North Island in Coronado, in October 2007. I converted the carburetors from vacuum secondaries to mechanical secondaries. The car performed flawlessly, finishing 7th out of 32 entrants. Not bad for the oldest car to ever compete in a SCCA Trans Am race. The competitor cars that I beat included a Factory built Bud Moore Boss 302, a Shelby American Boss 302



At the Quail Motoring Experience Concours de Elegance during the Monterey Historics weekend

and Mustangs coupes and Camaro Z28s. At the conclusion of the event, all the participants met aboard the aircraft carrier Ronald Reagan for an awards ceremony. The Falcon was presented with the Founders Cup, the award for overall performance and presentation among all of the event participants. It is quite an honor to be able to race such a special automobile.

2008 turned out to be even more spectacular. The Falcon received an invitation to appear at the March 2008 Amelia Island Concourse, and I accepted the invitation. The Amelia Island show is the East Coast equivalent to Pebble Beach in Monterey in August. The Falcon, as well as the other 32 Historic Trans Am race cars was clear fan favorites. Following the Amelia Island show, we moved to Sebring where my Falcon and the rest of the Historic Trans Am group competed as a support race during the 12-hour American Lemans weekend. The Historic Trans Am cars were the highlight of the week's activities.

In May 2008, The Historic Trans Am Group returned to Infineon Raceway Sears Point for the 22nd running of the Wine Country Classic. The Falcon had another successful weekend, finishing 11th out of 34 cars.

By this time, it became very clear that the Falcon touched the hearts of many of the spectators at each of the events the car appeared at. There wasn't a *single event where several fans didn't come up and talk about how a Ford Falcon was their parents car, or their first*





car. The Falcon graced the pages of *Car Craft Magazine* in the July, 2008 issue.

The pinnacle of vintage racing events is the Monterey Historic Automobile Races at Laguna Seca Raceway. The Falcon was invited to participate with the Historic Trans Am group at the 35th annual event in August. An invitation was also extended to the Falcon to appear at the .

In keeping touch with the past, I wanted to celebrate the history of this special race car by driving it to this most prestigious Vintage Racing event in the country. I had a little bit of work to do to get his car prepped for the 300 mile trip. I had to mount up a set of street DOT tires, weld up a set of mufflers, replace the 4:30 gears in the 9" Ford rear end with 3:50 gears, and also get a one day trip permit from the Department of Motor Vehicles. Even with mufflers, earplugs were required apparel.

On Wednesday morning August 13, I met up with friends Billy Kincheloe driving a 289 Cobra, Tom Hooker driving a 427 Cobra and Randy Richardson driv-



Vintage Auto Racing Association's last race of the year at Willow Springs International Raceway in Rosamond, California. Michael owns the yellow 1967 Cougar. It is also an original Road Racer from the period, with many races run and won in 1967-68. Friend Jim Francies is driving it here.



Falcon and Cobras prepare to head up the Pacific Coast Highway for Monterey Historics

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1963 Trans Am Falcon

—Continued from page 19

ing a Shelby GT, and we departed from Los Angeles headed 300 miles north for Monterey.

We followed scenic Pacific Coast Highway north through Ventura and Santa Barbara; heading through the San Marcos Pass and past Lake Cachuma. Slingshotting through fast sweepers and blasting over mountain summits with the crackle of restrained exhausts echoing through the landscape was an exhilarating experience. Atascadero was the hottest part of our trip with temperatures well over 100 degrees. The Falcon performed flawlessly.

The Cobras were thirsty for fuel and they needed stops in Santa Maria as well as King City to top off. My Falcon showed its economy car roots and needed no additional fuel added during the entire trip. While the dual 4 barrel 289 race motor normally consumes a gallon of fuel every 2.5 miles on the racetrack, the Falcon recorded 20 miles per gallon during this trip where it was driven at the posted speed limit—most of the time. The most difficult part of the trip for me was the clutch. It is designed for road racing, and required a violent launch from each stop; often times leaving 30 feet of rubber smoldering behind its path. Upon arriving at Laguna Seca Raceway, I reinstalled the 4.30 gear set, the open exhaust pipes, racing tires and new spark plugs.

On Thursday, the Falcon qualified 16th out of 33 cars. On Friday, under the careful watch of a California Highway Patrol Escort, I drove to the Quail Concourse to exhibit the car. Back at Laguna Seca on Saturday, my race went well as I drove to a thirteenth place finish. In-car video is also online for this race.

After the Monterey Historics weekend, I reevaluated the performance of the Falcon in the preceding events. My biggest problems were the ability to put the power down without lighting up the back tires, and the braking performance. I modified the rear springs, and changed the master cylinder bore size and rear wheel cylinder size. Track testing was encouraging, as I looked forward to the last Historic Trans Am event of the year at the Coronado Speed Festival in September.

The race at the Naval Air Station North Island Coronado is laid out over a 1.7 mile course on the runways. Forty-one Historic Trans Am cars were present for this event. The Falcon proved to be considerably faster, qualifying in 6th position. In the Saturday race, I moved up to a 5th place finish. The Sunday race was the most competitive yet, with the Falcon finishing sixth.

I've raced many different vintage race cars including my 1966 Shelby GT350, my 1968 Z-28 Camaro Trans Am race car and my 1967 Cougar Trans Am race car.

Nothing gives me more satisfaction than surprising the competition with the lowly little grocery getter Falcon.

—Submitted by Michael Eisenberg (FCA #12870)
Northridge, California



At Sebring



In Coronado, California



Keith Davidson from Colorado made the trip to Willow Springs. The white Falcon is his.

TRANS AM FALCON ONLINE ACTION

See in-car video of the 1963 Trans Am Falcon racing and learn more about the Falcon and Trans Am racing at these sites online.

For more on line photos, visit the Historic Trans Am Web site, click Schedule, and navigate to each of the events mentioned in this article.

HISTORY OF TRANS AM RACING

historicttransam.com

INFINEON RACEWAY, MAY 2008 IN-CAR VIDEO:

youtube.com/watch?v=-vFJJ3nE4Xg.

CAR CRAFT MAGAZINE, JULY, 2008 ISSUE

carcraft.com/featuredvehicles/ccrp_0807_63_ford_falcon/index.html.

LAGUNA SECA IN-CAR VIDEO

youtube.com/watch?v=FeEHCSVSDIY part 1, and <http://www.youtube.com/watch?v=0-uExGolyjQ> part 2.

CORONADO IN-CAR VIDEO

youtube.com/watch?v=7_VeJqWV1o0 part 1, and <http://www.youtube.com/watch?v=M09cHe1hHAM&feature=related> part 2.

THE DETAILS

This Falcon is equipped with all of the proper Falcon Sprint hardware as well as all of the homologated factory rally parts.

ENGINE

- 289 cubic inch HiPo V8 with C6FE Ford race cylinder heads
- 485 HP at 7600 RPM, 392 lb ft Torque at 4200 RPM
- Induction: C6ZZ dual 4-barrel intake manifold with 2 Holley 450 cfm carburetors.

TRANSMISSION

- Falcon Sprint Toploader 4 speed.

BRAKES

- 1963 Falcon Homologated 11.5" front disc brakes
- 11" rear drum brakes

DIFFERENTIAL

- Ford 9" w/ Detroit Locker, 3.89, 4.11, 4.30, 4.56 or 4.88 gear ratio

SHOCK ABSORBERS

- Koni

BODY

- All steel

INTERIOR

- Original type driver's seat upholstery applied to a steel reinforced fiberglass racing seat, carpet removed, otherwise all original type trim, panels, upholstery and driver controls are intact. Seating for 5.

When equipped with mufflers, bumpers and DOT tires, this car is fully street legal and capable of being driven to the races.

GATEGORY GUIDELINES

—Continued from page 9

MODIFIED CATEGORY

This category is wide open! You will find Customs, Sleds, Racers, Chopped Tops, Full Frames, Tubs, 4-Wheel Disc Brakes, Monster Tires and a host of other tempting modifications. Engines may be carbureted, fuel injected small block, or even a blown big block. In either case, you can bet it is well detailed and more than likely, "Bad to the Bone." No engine modification is considered extreme, although all entries must be Ford Powered (absolutely no Brand X).

Paint schemes will vary as much as engine choice. We're talking metallic, pastels, flames, graphics, murals or a super-smooth single color over rolled pans, filled seams and a sunken antenna. Interiors may be as stark as a race car or as plush as a new Continental or Town Car. In all cases, the interior will be fitted to suit the owner and fully functional for the application. "Modified" certainly describes this category of classes.

MASTERS CATEGORY

This category is for the "Purist." The Falcons entered here will really open your eyes and make the mouth water. Many of these cars are as correct as one can possibly make them, right down to the smallest detail. Nothing fancy, but exactly like the factory built it 30–40 years ago. Correct interior, paint color, correct engine/transmission combination. Everything the factory data plate indicates is correct. It may have just received a ground-up restoration, or it could be a low mileage original.

Other Masters Category cars may be modified from Ford's original specifications, but in all instances, the work is exceptionally superior. Craftsmanship and attention to detail are the hallmarks of the Masters Class.

To be included in the Master's Category, your car has won a Best of Show or other Top Award at a National Convention. While retiring gracefully from competition, these cars provide an excellent example of quality. The Masters Class is the inspiration for the next round of competitors, whose efforts further preserve the Falcon. These Falcons are the "Best of the Best."

These guidelines are to provide information about the categories used for the National Convention. Refer to them for clarification when deciding which category to enter your car in. Remember that the Falcon Shows are not judged competitions, and awards are the result of a popular vote.

FCA Technical Advisors

HEAD TECHNICAL ADVISOR

Bruce Wolfe, 10206 Jonestown Rd, Grantville, PA 17028
717-469-7252 afutura@verizon.net

1960

Bonnie Stringer, 322 Jeff Davis, Waveland, MS 39576
228-466-4349 FalconClub@aol.com

1961

Phil Barber, 2574 Riva Rd., #17-A, Annapolis, MD 21401
410-266-8271 PBarberpr@aol.com

1962

Glenn Vanderendonk, 4305 N. Spruce, Kansas City, MO 64117
816-452-1967

Joe Tatti, 2140 Falmouth Terrace, Burlington, Ontario L7P 1X9
905-335-2834

1963

Bob Passino, 5188 E. Henrietta Rd, Henrietta, NY 14467
585-334-6779 Mattyp8@juno.com

1964 CONVERTIBLE

James Cole, P.O. Box 1858, Dawsonville, GA 30534-0033
404-427-8998

1964 HARDTOP & SEDAN

Richard E. Alyea, 1817 N. Timber Ave., Bethany, OK 73008-5726, 405-789-6592

1964 / 1965 - STATION WAGON

Frank Servas, P. O. Box 10, Center Valley, PA 18034
falcon@hyperlips.com

1965

Jim Hatcher, 8301 W. 92nd Terrace, Overland Park, KS 66212
913-381-5679

Steve Springer, 6600 Ratan Dr., Austin, TX 78749
cspringer@austin.rr.com

1966

Phil Warren, 602 N. Harrison, Springhill, KS 66083
913-592-3571 pwrn@cebridge.net

1967

Don Anderson, 2082 Cooper Way, Jonesboro, GA 30236

1968 / 1969

Leon Grantham, 8108 E. 59th ST, Kansas City, MO 64129
816-353-3084, and

1968 / 1969

Donald Snyder, 26 S. 11th ST., Akron, PA 17501
snyder@dejazzd.com

1970 / 1970½

Merl Hayn, 14942 S. Maple Rd., Argos, IN 46501-9525
574-892-6309 shaynfamily@aol.com

PERFORMANCE

Bruce Thompson, 860 Vosseller Ave., Martinsville, NJ 08836
bhix@optonline.net

FIRST ANNUAL REGIONAL MEET

MARCH 20-21, 2009 ; PENSACOLA, FL

Hosted by the Suncoast Chapter FCA in conjunction with the Gulf Coast Regional Mustang Club at the Pensacola Interstate Fair Grounds, 6655 Mobile Hwy., Pensacola, FL 32526. Use the registration form in this issue to register. For additional information: falconclub.0catch.com, 850-475-8836 or lwblumjr@juno.com.

39TH ANNUAL SWAP MEET AND CAR SHOW

APRIL 19, 2009, FITCHBURG, MA

Fitchburg, MA airport. Admission \$5., children free. 8:00 AM-1:00 PM rain or shine. All outdoor vendor spaces (20 x 20') \$30. pre-registered, \$40 at the gate. Toy vendors welcome. Early Ford V8 Club NE, c/o 4983 Jericho St, White River Junction, VT 05001. Necessary calls, 781-272-1114

Calendar of Events

SECOND ANNUAL REGIONAL MEET

MAY 22-23, 2009; LOUISVILLE, KY

Hosted by the Bluegrass Chapter FCA at the Holiday Inn Louisville South in Louisville, Kentucky. More info: www.bluegrass-chapter.com, Dale Daugherty, 502-231-8715. Registration form in this issue.

30TH ANNUAL

FALCON CLUB OF AMERICA CONVENTION

JULY 16-18, 2009; DOVER, DE

Hosted by the Mason Dixon Chapter at the Sheraton Dover Hotel, 1570 North Dupont Highway, Dover, DE 19901. Phone 302-678-8500. Use the registration form in this issue to register. For additional information, Mike Garrett, at 301-916-3323

Classified Ads (con't)

—Continued from page 12

Parts Wanted

PLEASE HELP! I am looking for a dash pad for my 1967 Falcon. The one I have is cracked at both sides of the speaker. It is blue, but any color will do. Skip Mutchler, 312-287-4923. Chicago.

1963-1964 Sprint tachometer in any condition. E-mail Ed @ emfalconeddie@gmail.com (FCA #13460) Northeast Ma

Currently searching for a New Old Stock or very slightly used parts: Deluxe white steering wheel with chrome horn ring, fuel pump for 6 cylinder with vacuum wipers, ashtray for the back seat area (Blue), and front grille For my 1962 Ford Falcon. If you have any of these, Please email me at Falcon_Freak_16@yahoo.com or 717-465-8607. Thanks, Robby Storey. Hanover, PA

NOS or excellent condition parts for a 1966 Falcon Sport Coupe: right and left rocker panel molding, left rear wheel chrome molding, bright drip rail molding for roof line. Also need all parts to convert 289 V8 to power steering. Richard Stuthard, 503-663-0312. OR.

1963 Falcon Deluxe 2 door wagon parts. They must be in excellent condition either NOS or used: front and rear bumper, grill, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, power tailgate window parts, etc Keith Litteken 11394 Revere Ln., St. Louis MO. 63128-1416. 314-351-1789 or kslitteken@aol.com.

Ring and pinion gear for an early 6 cylinder rear axle. The ring gear has 35 teeth and part # CODW 4210S. The pinion gear has 9 teeth and part # CODW 4610L. They must be a matched set. Please call Joe Tatti at 905-335-2834 after 6 pm EST. Ontario Canada.

Parts For Sale

1963-1965 Falcon, Comet steel four speed tunnel, glass beaded and black powder coated 225., 1965 Ranchero steel bed floor \$45., 1964-1965 Ranchero tailgate SS top trim \$75., 1965 Falcon gas cap \$45., 1965 Falcon Ranchero Deluxe SS front fender trim \$45. each., 1963-1965 4 speed shifter \$199., NOS Texaco replacement Sprint air filters \$25. each, 1963-1965 Sprint air cleaners \$200., 260 with 2 speed transmission, apart, ready for inspection and rebuild \$375., 1964-1965 console brackets, (repro) \$96. Vic Falcone. Email vfalcon64@aol.com or 518-355-7756. NY.

NOS neutral safety switch, C3DZ-7A217-A w/ back up light, wiring 15525-B. \$35. Excellent, 1968/69 grille; with a little polishing this grille would be good for show, \$65. Fair 1963 owner's manual \$5. Very good 1966 grille, for driver/or cruise nights. \$30. 5-13" 5 lug wheels for 1963 Sprint, and others, \$35 for all 5. 1960-61-62 Falcon shop manual, w/ 1963 supplement, includes 260/289 engine section excellent condition, \$25. Also 1964-66 Falcon/Mustang convertible top manual, w/ windshield

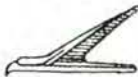
washer installation guide. 1963 wiring diagram manual, and 1963/63½ illustrated pricing and specs manual and a 1964 illustrated pricing and specs. manual, all \$5 ea. or all 4 for \$16. All prices, plus shipping. Will trade either grille for a very good set of 1967 headlight doors. Milt Robar, eves. 256-488-9318. AL.

Kellogg's Garage: Home of the Junkyard Junkie, has a 25 year collection of Falcon and Comet parts in high, dry Colorado. Lenny Kellogg 970-593-1964 or lenkellogg@lpbroadband.net. CO.

Pair of stock Ford 289 iron heads, \$100 OBO. Chrome Ford 289/302 Motorsport valve covers, \$100 for the pair. Contact Jeff at 813-454-9504 or email jeffreychandler@ymail.com. FL.

Fordomatic 2-speed rebuilding kits with gaskets, O-rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$135. Specify engine size and year. Bands \$45. each exchange, adjustable modulator \$15. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts

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—Continued on page 25

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Her info is on page 5.



Classified Ads (con't)

—Continued from page 23

available for small, medium case, C-4 and C-6. David Edwards, 56 Dale Street, Needham Hgts., MA 02494-1218. 781-449-2065 anytime. www.autotran.us.

NOS 1964 Falcon grille \$1295., NOS 1965 Falcon grille \$1295., NOS 1964 headlight doors \$195., NOS 1965 headlight doors \$195., NOS hood ornament \$195., 1963 Sprint script \$225., 1963 - 1965 Sprint air cleaners \$200., 1963 Sprint California emissions air cleaner \$350., 1963 console brackets hardtop \$95., 1965 black steering wheel with horn ring \$125., 1963 Falcon 260 motor with 2 speed transmission, needs to be rebuilt. \$375. Vic Falcone, email vfalcon64@aol.com or 518-355-7756. NY.

Large 27-year collection of good used Falcon Parts for reasonable prices. Also some parts for Comets and Fairlanes. Fiberglass front clips new for 1960-61

Falcon race cars. Held on with pins. \$650. Call or email for availability and prices. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org.

1963 Falcon NOS: V8 arm and bushing \$175., six cylinder exhaust manifold \$170, six cylindder standard shift radiator \$125., hood hinges, do not take springs, \$50. pair, temperature cable \$30., license light lens \$20., quarter molding Futura \$135 ea., door molding Futura \$100. ea., much more. Frank G. Stewart, 440-282-6277. OH.

1965 289 engine 2V with Hooker Headers and C4 trans, both items run great. The engine and trans are still in the car allowing you the opportunity hear them run. Price includes me helping you take out the power plant. \$450. OBO Please

contact John Mirretti for more details, 847-456-1691 or 847-662-6662. IL.



Trailex trailer for sale. Top of the line, all aluminum. 5000 pound capacity. Traveled less than 1000 miles. \$3500. OBO. Michael Young, 316-636-5091 or michael.r.young@mac.com. KS.

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—Continued on page 27

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2009

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 Louisville, Ky. 40228

For More Information:

www.bluegrasschapter.com

Dale Daugherty(502) 231-8715 drdwolfe@insightbb.com

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EARLY BIRD REGISTRATION GIVE AWAY: \$100 GAS CARD IF APPLY BEFORE APRIL 1,2009!

Liability release must be signed to complete registration:

It is understood that the Falcon Club of America and the Bluegrass Chapter FCA assume no responsibility for loss or damage of car or property during the event.

Signature _____ Date _____

Classified Ads (con't)

—Continued from page 25

Parting out 1965 Falcon 2 door Hardtop Futura. I have owned this car for 17 yrs. The frame rusted and I don't have the time or money to repair. Parting out complete car less engine and transmission. I have new rocker panels, floor pans, toe boards, solid fenders and doors, glass, two chrome trim packages, solid front and rear frame rails and torque boxes from a Colorado car ready to install, taillight panel, 9 inch nodular

Ford rear end, all interior and trim, lights, hoods, deck lids. Too much to list, please call for details. Everything must go. I can e-mail pictures. Gerald Dalton, 502 417-7959, or 241dalt@bellsouth.net. Louisville, KY.

NOS parts: CODZ-3352-B steering arm & bushing, \$75. CODR-7A039-B trans. ext. assy, \$30. CODB- 6404144-A & CODB-6404145-AP visor brkt. \$10 each. CODF-11654-C headlamp switch, \$45. CODF-7A217-A trans. control

switch & wire assy, \$15. CODZ-7210-B shift selector lever, \$55. Many more parts available. Keith Litteken 314-351-1789 or kslitteken@aol.com, MO.

New Chapter Forming

Looking to start a new local chapter in the Lake Michigan Area. Anyone interested in becoming a member, please contact Tom Washburn at: Falcontom@hotmail.com 847-370-9983. I live in the North-east, IL. Gurnee, Michigan, Wis-

—Continued on page 28

Letter to the Editor: Caribbean Pearl Side Trim Update

Dear Editor:

I'm writing in regards to the mysterious trim identified on the July issue "Caribbean Pearl" 1965 Falcon two door sedan and the follow up on the trim's origins in the November issue by Rob Nichols.

To begin with it's not a Mexican or foreign Falcon trim exclusively. I have seen several identically trimmed 1965 Falcons including a local one here in Missoula, Montana, where I live. The standard Catalog of Ford states in an addendum to 1965 Falcon production states that, "Total series output was 171,442 units, including 13,824 four-door sedans and 13,850 two-door sedans with the Deluxe trim option within the Falcon model line." Ford does not indicate the number of each model with six cylinder or V8 engines.

These unusually trimmed 65 Falcons are an intermediate trim level between the standard Falcon and the Futura line. Standard Falcons should carry the body plate code of 62A for the two-door and 54A for the four-door while, while the Futura's are 62B and 54B and I believe the Deluxe line should be 62D and 54D respectively.

Rob Nichols stated it might be possible that Julie Waters Caribbean Pearl Falcon is a 1964, possibly because it has a 1964 grille; although, the rest of it is all 1965. The original article by Julie Waters in the July claimed it was a 1965. I'm certain this is correct, having only seen 1965s with this trim option.

Another interesting note the Standard Falcons have the "Falcon" script located on the fenders, notice due to the side trim on the Deluxe model the "Falcon" script is moved to the rear quarter panels. Incidentally, take a look at another article in the July issue titled "The Nickel" by Ted Boothroyd. Noticed on the bottom of the first page, you will find a picture of a Black 1965 Four-Door sedan that appears to be admiration of several Feline Falcon Lovers. Notice the rear quarter "Falcon" script trim and the side moulding, it's indeed a 1965 Deluxe. Wow! Two 1965 Deluxe Falcons in one issue—and nearly unknown.

Sincerely, Sam Austin, 1965 Falcon Enthusiast (FCA #9104)

Questions or comments, 406-239-3176



Classified Ads (con't)

—Continued from page 27

consin, Indiana) members all welcome to become a member of our new local chapter.

Information Wanted

Need information on the 1961 Falcon model, Kansas State Centennial version.. I would like to take pictures and write a bio on the Falcon for our club newsletter. Any help greatly appreciated. Kevin Thomas, Topeka, KS. 785-234-1534 or monaco1963@cox.net.

I need advice on a water leak on my 1965 Falcon Futura under the dash. There are rust holes. Haven Paxton, 4039 Riverside Dr., Brunswick, GA. 916-280-9641.

New member Tom Butler needs to know if anyone sells chrome rims with a 4-lug bolt pattern or if he needs to completely change out the rear end. Also would like pictures and information about "hot-rodding" out a Falcon. Tom Butler, 1603 Harding Ave., Ashland, OH 44805.

Miscellaneous For Sale

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First Love—First Car



As it is in love, one never forgets one's first car. Mine was a 1963½ Falcon Sprint convertible. I acquired it in August of 1964 and sold it in July of 1967. By August, I was regretting my decision and made arrangements to buy it back. But before that happened, the owner totaled it. Life went on, but I never forgot that Sprint.

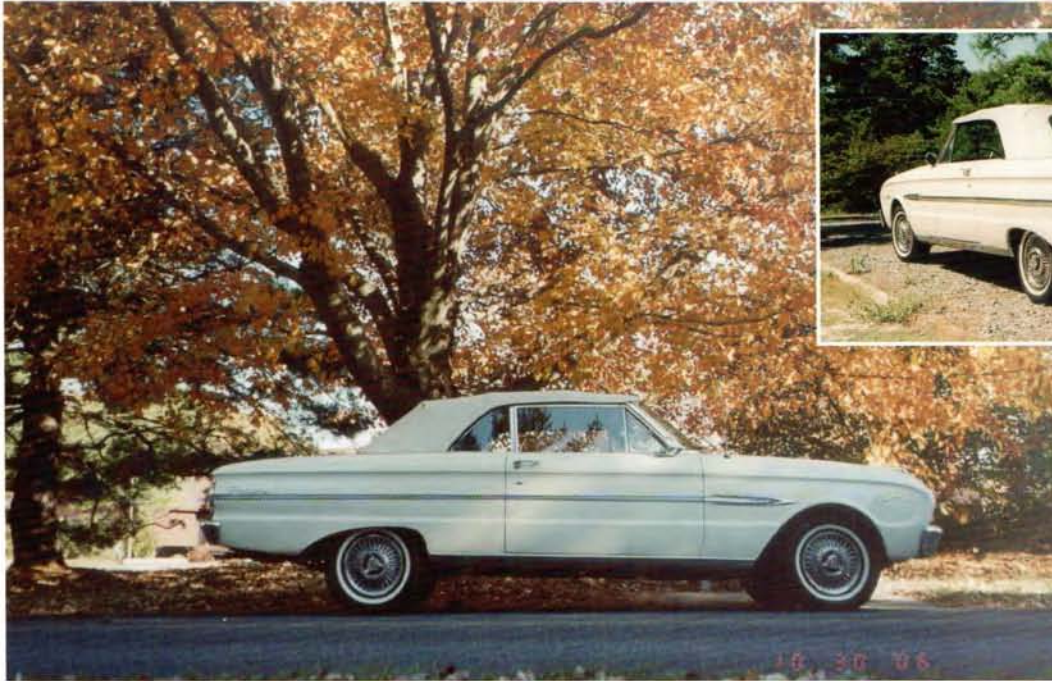
Back in 1978, I got the urge to replace my first car. Like lots of people, if I found one, the money wasn't there, and when the money was there, the car wasn't. In 1983, both came together in California and once again, I owned a 1963½ Falcon Sprint convertible.

The Sprint was driven from California to New York. It took us on vacation to Maine, and now resides in our stable in New Jersey. We still enjoy taking it out for a spin and have always kept it original.

Although both my first love and car are gone, my wife and I feel that memories made with our Sprint will always be special. We have met some great Falcon Club members and lots of others who just like to admire the Falcon.

—Submitted by Wayne and Barb Grey (FCA #6443)
Browns Mills, New Jersey

Wayne & Barb Grey's 1963½ Falcon Sprint



—See more photos of Wayne and Barb's Sprint on page 30



Wayne & Barb Grey's 1963½ Falcon Sprint

—Continued from page 29



First Car—First Love



Falcon Family Photos



Larry Heiber (FCA #12711) of Castana, Iowa sent this photo to Ruby with his renewal. He said that they found the car all in pieces and gave \$250 for it. His granddaughter rode in it for her wedding.



Chris and Joyce Durden (FCA #12295) live in St. Augustine, Florida. They also sent their photo to Ruby.

Want to see your Falcon in *The National Falcon News*? Send it to the Editor at the address on page 5. Be sure to include your location, and the year and model of the Falcon.

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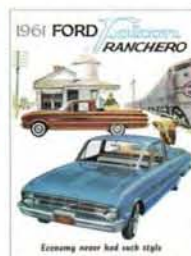


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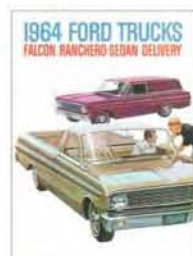
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